and hypoglycemia do not contribute to accidents.

(v) Instrument flying training and night flying training have been reviewed to meet operational requirements by day and night.

(vi) Setting and quanitification of flying training standards in flying training establishments have been established.

(vii) A system of monitoring training standards and standards of Qualifying Flying Instructors has been introduced.

(viii) Accidents due to design or manufacturing deficiencies are brought to the notice of the manufacturers for introducing modifications in aircraft. Pending such modifications, short term remedial measures, in consultation with them, are expeditiously implemented.

(ix) Technical type Training Schools are being set up for various types of aircraft. Technicians will be given extended training on particular aircraft types.

(x) Setting and quantification of standards in technical training establishments has been undertaken.

(xi) The Crew Chief System of aircraft servicing has been introduced on trial basis.

(xii) The training period for Branch Commissioned Officers has been extended to include technical and management education.

(xiii) Wing Maintenance has been restructured and percentage of untrained technicians reduced.

(xiv) Experienced Supervisors have been placed In-charge of aircraft servicing repairs, and teams of technicians formed to service particular aircraft.

(xv) Airfield Environment Management Committees have been set up under the Chairmanship of the concerned Collector/Distt. Magistrate to take necessary steps to keep the environment around airfields safe for flying.

(xvi) Bird hazard combat teams have been established on an experimental basis at selected airfields. These teams report bird activity to pilots and also kill/scare away the birds.

(xvii) Use of bird watchers at airfields to keep pilots informed about bird activity in the airfield circuit areas.

(xviii) Publicity drive by means of radio, TV, newspapers and posters is being undertaken to educate the general public about bird hazard to aircraft and necessity to maintain clean environment around airfields.

(xix) The State Governments and local bodies are being regularly contacted to take steps for sanitisation of areas outside the perimeter of Defence airfields.

Policy for Appointment of Chief Executives/Directors Etc. in the Public Sector Undertakings

†4364. SHRI KRISHNA KUMAR BIRLA : Will the PRIME MINISTER be pleased to state :

(a) whether any policy has been laid down by the Government with regard to the appointment of Chief Executives/Directors in the Public Sector Undertakings;

(b) if so, what are the details thereof;

(c) what is the number of cases; if any, pending with the various

†Previously unstarred Question 3907, transferred from the 30th August, 1988.

Ministries at the end of March, 1988 for the appointment of Chief Executives/Directors in Public Enterprises stating the reasons for delay in taking a decision in the matter; and

(d) are there any cases where persons appointed as Chief Executives/Directors in Public Enterprises have not joined their assignments; if so, what are the details thereof stating the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND THE MINISTER OF STATE IN THE MIINISTRY OF HOME AFFAIRS (SHRI P. CHIDAMBARAM) : (a) and (b) The policy of the Govt. is to appoint through a fair and objective selection procedure outstanding professional managers to Level-I and Level-II posts and posts at any other level as may be decided by the Govt. from time to time. Govt. have also recognised the need to develop a cadre of professional managers within the public sector. Hence unless markedly better candidates are available from outside, internal candidates, employed in the public sector enterprises, will be preferred for appointment to Board level posts. In internal candidates are not available, preference will be given to candidates working in other public sector enterprises, either in the same area of business or in other areas, Mobility of managerial personnel among public sector enterprises within the same sector or group, failing which mobility within the public sector as a whole will be encouraged, subject to certain limitations. In special cases, recruitment may be made from the organised services under the Central Govt. Such cases would be where, because of special circumstances, it is necessary to place a member of an organised service in a public sector enterprises or where, because of the nature of the enterprises or its poor health, it would be difficult to attract good professional managers on a tenure basis.

(c) As per information available there are about 47 cases pending with various Ministries/Departments at the end of March, 1988 for the appointment of Chief Executives/ Directors in public enterprises. These cases were pending with the Ministries/Departments for formulation of proposals for consideration by the Govt. after collection of the relevant data as well as material for the purpose.

(d) As per information available as on 3-8-88 there are about 10 cases wherein incumbents whose appointment has been approved could not take up their assignment. They are indicated in the Statement below. These persons could not join the posts as procedural formalities are being completed.

Statement

Sl. No.	Name of the person	Post	Organisation
1	Shri R.K. Verma	Managing Director	Hindustan Fluero Carbons
2	Shri N.P. Sen	Director (Manakapur)	Indian Telephone Industries
3	Shri L.K. Singhal	Director (Prod.)	Mishra Dhatu Nigam

Sl. No.	Name of the Person	Post	Organisation
4	Shri A.Q.J. Agha . . .	Director (Marketing)	Electronic Trade & Technology Dev. Corpn.
5	Shri K.S. Ranganathan . .	Director (Finance)	Hindustan Paper Corporation
6	Shri V.S. Narayanan . . .	Director (Finance)	Instrumentation Limited
7	Shri L. Ganguli . . .	Director (Finance)	Hindustan Steel Works
8	Shri R.K. Lakshman . . .	Chairman-cum-Managing Director	I.T.D.C.
9	Shri M. Kanna Reddy . .	Director (Finance)	Hindustan Machine Tools.
10	Shri J.N. Verma . . .	Managing Director	Bharat Brakes & Valves

Indian Missiles Programme

4365. SHRI GURUDAS DAS GUPTA ; Will the Minister of DEFENCE be pleased to State ;

(a) whether Government's attention has been drawn to the news item which appeared in the 'Statesman,' Calcutta, edition, dated the 30th May, 1988, captioning "Sophisticated Indian missiles in 1990": and

(b) if so, what is the reaction of Government thereto ?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND SUPPLIES IN THE MINISTRY OF DEFENCE (SHRI CHINTAMANI PANIGRAHI) ; (a) Yes, Sir.

(b) Defence Research and Development Organisation have undertaken Integrated Guided Missiles Programme to design, develop and to lead to production of the guided missile systems required for the Services. The missiles being developed are ;—

(i) *PRITHVI*

Surface to surface tactical battle field missile.

(ii) *TRISHUL*

A short range surface to air missile.

(iii) *AKASH*

A medium range surface to air missile.

(iv) *NAG*

A third generation anti-tank missile.

The programme is progressing satisfactorily.

M/s. Bharat Dynamics Ltd. is currently producing the Milan Anti-tank Missile under collaboration. The missile is called Milan and not Milan-2. The missile has a range lesser than what has been mentioned in the news report namely, 25 to 1000 km. The indigenous content of the programme for the manufacture of Milan missile, is increasing in a phased manner.

The Pilotless Target Aircraft (PTA) is meant for training in air-to-air and surface-to-air missile weaponry to meet the requirement of the Services. The progress is satisfactory.